

THE ILLUSTRATED LONDON NEWS

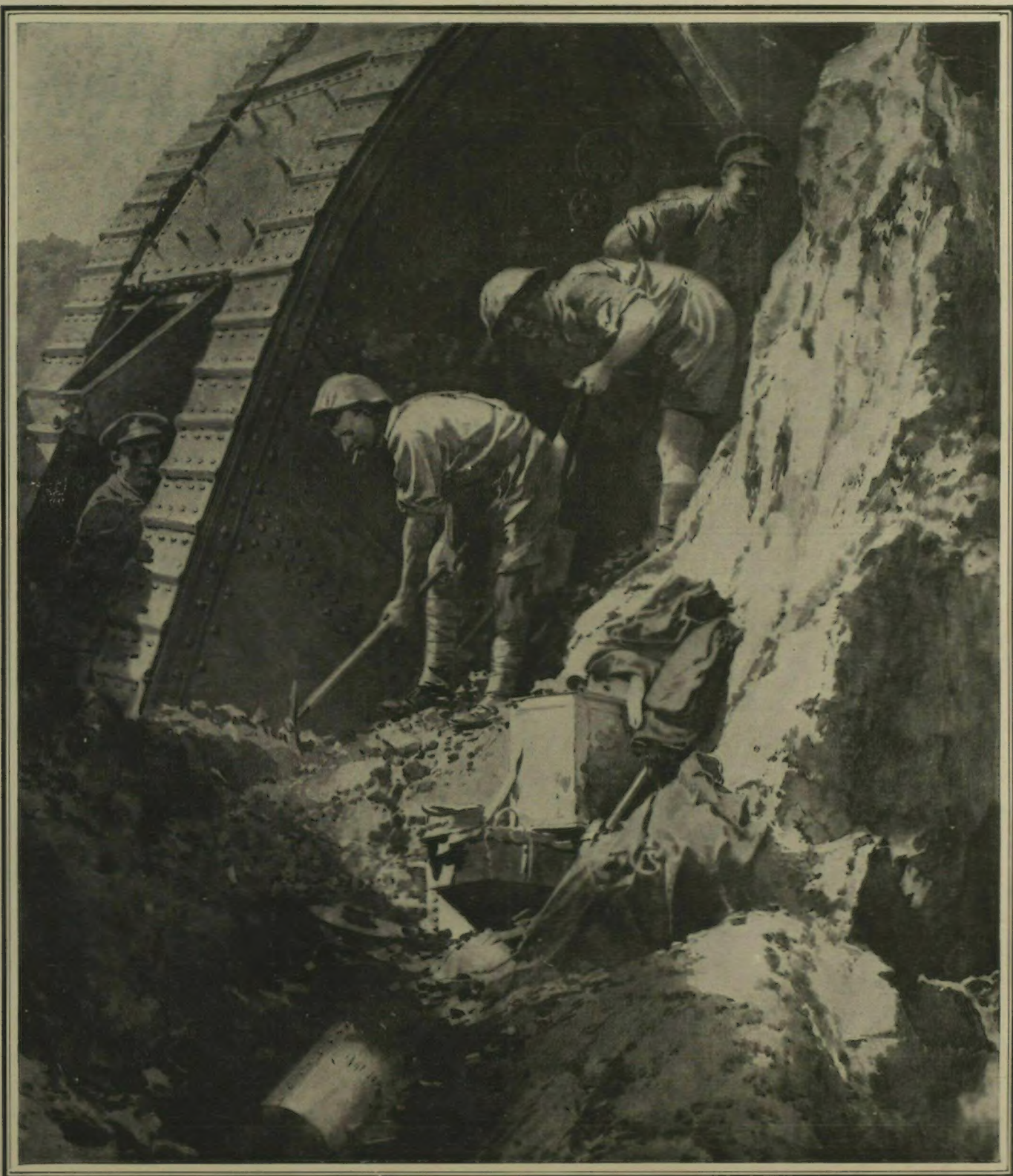
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DIGGING OUT A TANK IN PALESTINE: ONE OF HIS MAJESTY'S LAND-SHIPS TEMPORARILY STRANDED.

Little has been said about the work of the Tanks in Palestine. Careful perusal of General Allenby's recent despatch detailing the operations from June 28 last, when he assumed the command, up to the capture of Jerusalem, discovered no reference to his Majesty's landships. Photographs of them in the Holy Land campaign, however, such as the above, continue to reach us from time to time. Clogging sand, and wadis (torrent channe's)

liable to become impassable in heavy rain, hardly favour Tank operations; nor do the mountain ridges between Jerusalem and Jericho, of which Mr. W. T. Massy writes: "For miles the infantry were sliding downhill over smooth, slippery stones, slithering in muddy valleys, or climbing mountain slopes." The ground of the more recent Shechem advance he describes as "a succession of steep, rocky hills, deep valleys, and water-courses."

PHOTOGRAPH SUPPLIED BY ILLUSTRATIONS BUREAU.

ABROAD AND AT HOME: MEN'S WORK AND WOMEN'S WORK, IN ENGLAND, IRELAND, FRANCE, AND PALESTINE.

PHOTOGRAPHS—OFFICIAL, NAVAL OFFICIAL, AND C.N.



THE FIRST CROWN COLONY FOR DISCHARGED SOLDIERS: AT HOLBEACH, LINCOLNSHIRE—FEEDING PIGS.



DESECRATION OF GRAVES BY THE TURKS: CHAOS IN THE ARMENIAN CEMETERY AT JAFFA.



WHERE NO GRAVE WAS UNTOUCHED AND NO TOMBSTONE LEFT STANDING: ANOTHER VIEW OF THE ARMENIAN CEMETERY AT JAFFA.



SALVING SACRED STATUES AT ARMENTIÈRES, ON THE BRITISH FRONT: SOLDIERS IN A DAMAGED CHURCH.



THE F.A.N.Y. (FIRST-AID NURSING YEOMANRY) IN FRANCE: LOADING A CAR WITH DISINFECTED BLANKETS.



AMERICAN VICTIMS OF A U-BOAT: GRAVES OF U.S. SOLDIERS LOST IN THE "TUSCANIA," AT ISLAY, ARGYLL.



THE FUNERAL OF U.S. "TUSCANIA" VICTIMS AT ISLAY: LOCAL VOLUNTEERS FIRING A SALUTE AT THE GRAVE-SIDE.



"WRENS" IN TRAINING: A SQUAD OF THE WOMEN'S ROYAL NAVAL SERVICE RECRUITS AT PHYSICAL DRILL.



ABLE TO DO THEIR OWN RUNNING REPAIRS: WOMEN AMBULANCE DRIVERS OF THE FIRST-AID NURSING YEOMANRY IN FRANCE, AT WORK UNDER A CAR.



MOSLEM HOLY PLACES IN JERUSALEM UNDER BRITISH PROTECTION: CHANGING THE GUARD OF INDIAN MOHAMMEDAN TROOPS AT THE MOSQUE OF OMAR.



THE ORGANISATION OF THE WOMEN'S ROYAL NAVAL SERVICE: NEWLY JOINED RECRUITS FOR THE "WRENS" REPORTING TO ONE OF THE BASES FOR TRAINING.

Most of these photographs, which show various phases of the war both at home and abroad, require no explanation. In one or two cases a few notes may be of interest. It may be recalled that the transport "Tuscania," carrying over 2000 United States troops, was torpedoed and sunk on the night of February 5 off the Irish coast. The majority of those on board were saved, but over 100 were missing. Many of the survivors were landed in Ireland. It was stated also that three boat-loads of sailors and soldiers "landed on a small island on the west coast of Scotland [where Islay is situated] having been carried there by a strong tide. One party had to walk three miles before gaining shelter at a farmhouse." The U.S. Secretary for War, Mr. Newton D. Baker, afterwards wrote: "At the small ports of Ireland and Scotland, where the troops landed, they met with a most warm-hearted reception on the

part of the people, who did all in their power to minister to their comfort and care in every way." As regards the Armenian cemetery at Jaffa, a note accompanying the official photograph says: "Not a single grave is left untouched by the Turks, and not a single tombstone is left standing. Many marble monuments have been taken away, and apparently the British forces arrived just in time to prevent the removal of those that remain." A British officer writing home from Palestine recently said: "The wells here have slabs of marble and Roman marble columns built into their structure, as the Turk uses any ancient monument as a quarry." What a contrast this vandalism affords to the British treatment of the Holy Places of Jerusalem, where, for example, General Allenby was careful to place all Moslem shrines under the guard of Moslems, and no sacred place of any sort was interfered with.

THE REAPPEARANCE OF THE ZEPPELIN.

THE German has seldom displayed anything approaching genius in his methods of carrying on war in the air, but his display of sound common-sense has been truly remarkable. One may fairly say that, lacking originality of any kind, the German has a genius for the obvious.

When Zeppelins raided England early in the war, there were no anti-aircraft defences of any kind, and the Germans knew it perfectly well. There were no guns, no night-flying aeroplanes, and no ammunition suitable for use against airships. Therefore, the German did the obvious thing, and raided London at will. The really surprising thing is that he was so long thinking about it before he started. And it is still more surprising to find how little damage he did.

Then, when the London anti-aircraft defences began to develop, and he began to lose a few airships, he gave London up as a bad job, and took to wandering about the country seeking for any big town on which to drop bombs.

Then, when the anti-aircraft defences became well developed all over the country, the German left England alone for a period. The airships which he then possessed could not rise above 10,000 to 12,000 feet, where they were easily reached by aeroplanes, and comparatively easily seen by gunners on the ground. Therefore, the German did the obvious thing and used his Zeppelins for scouting at sea, and for raiding undefended places in the Eastern war-area, such as Bucharest, and places with impossible names in Russia.

Meantime he turned his genius for the obvious on to the task of building new types of Zeppelin which would fly faster and rise higher.

When the German had produced half a dozen or so of such machines, he waited for a suitable night, so misty that it was impossible to use searchlights, and he sent them over to bomb London. Unfortunately for the German the mist was particularly thick in the vicinity of London, and he failed to find his objective. The General Officer Commanding London Aircraft Defence Area, having a genius for the un-obvious, instead of turning on vain searchlights and illuminating the fog for the benefit of the German, or letting his guns fire at the sound of engines, and thus disclose the position of London, acted like the gentleman in Mr. Kipling's story, and "lay powerful doggo," so that the German failed to find London at all—except one of him who drifted across by sheer luck and dropped three fairly innocuous bombs.

Meantime, all the airships cruised about and burnt much petrol. As they returned, they were chased up high by gun-fire and aeroplanes near the coast, where the air was clearer. There the ships ran into a strong wind from the north, which drove them down to the centre of France. For various good reasons their directional wireless apparatus failed them, so most of them kept on steering east and drifting south till at daybreak they had used all their fuel, and found themselves still over France. Whereupon the lost ships landed, and all except one were

By C. G. GREY, Editor of "The Aeroplane."

destroyed by their crews. Two or three of the whole fleet only escaped with difficulty back to Germany.

This was another lesson to the German, who is always anxious to learn. So now he seems to have worked out a new plan of campaign. It seems that his idea is to cruise over the North Sea at night—a dark night for preference—and make little dashes at coast towns which he believes to be only lightly defended, or which have been left in peace so long that their defenders may have gone to sleep. Having dropped a few bombs, and thus having lightened himself considerably so that he can go up high, he proceeds to wander about the country at a considerable altitude, where he may be heard and not seen, hoping to terrorise munition centres.

From the German's point of view the scheme is obviously sensible, and he will probably keep it up till he loses a few of his nice new "high level" airships through their meeting aeroplanes which can fly higher still.

Incidentally, the German airship pilot is fulfilling a useful purpose by impressing on provincial England the actual existence of a great war, which some people in well-paid, un-raided, industrial districts are apt to forget, and by demonstrating the singular unamiability of the type of man who would descend on England, if the English people ever permitted their home-grown but German-inspired Bolsheviks to produce the state of anarchy which has placed Russia under the heel of the Hun. Wherein the German demonstrates his bad judgment as a psychologist.

THE POWER OF THE PRESS: A COMPLETE JOURNALIST.

By E. B. OSBORN.

NEWSPAPER influence has been much discussed of late, and several critics seem to have come to the conclusion that the country is now being run by a kind of *papier-mâché* Cabinet. Mr. Hilaire Belloc, moreover, as a relaxation from the terrific strain of managing the grand strategy of the War, has written a little book on the functions of the modern Press, to confirm his uneasy belief that the independence of the working journalist is not what it was in the days of Delane. But Mr. Belloc's indictment of the modern newspaper goes too far—particularly when he complains that "news" is a record of the abnormal, and not, as he thinks it should be, a chronicle of what is happening everywhere and every day. A famous New York editor once defined news as follows for the benefit of a cub reporter from the country: "Here, in Broadway, if a dog bites a man, it is not news; but, if a man bites a dog, it is news." We do not agree altogether with that doctrine in this little old island. On the other hand, we should stoutly refuse to pay down our good pennies for a paper which ignored the virtuosity of a Crippen or the last version of the triangular plot in the Divorce Court in order to find space to tell us how the average sound citizen got up, washed, and went to bed. Mark Twain—or Stephen Leacock, if you prefer him—long ago reduced Mr. Belloc's new idea of news to the absurdity which tricks you out of a laugh.

When the leader-writer complains of his loss of independence, I for one refuse to pity him. He is there, surely, to write from his brief or play the bravo

with a stylograph instead of a stiletto. He must have known the nature of his fell trade from the first. Anyhow, the public knows all about it, and sees behind that mystical "we" the special pleader's individual pen. The independence of the Press resides in the working journalist who gathers in the news, and as long as he is free to seek the truth, the whole truth, and nothing but the truth, there is no reason to fear that the integrity of British journalism is threatened. And he is free—I know of no newspaper in this country which garbles the news in order to serve its political ends. Why, Mr. Belloc's very complaint that news is standardised, the same in matter and manner throughout the kingdom, is a sufficient proof that our springs of daily information are not contaminated! It is on the broad shoulders of the news-gatherer that the Power of the Press rests in this ancient home of guarded liberties.

In "J. D.," as he was called by all his fellow-craftsmen, Fleet Street lost last year one of the pillars, carved in Aberdeen granite, of British journalism. He seemed to me and all his countless friends the greatest news-gatherer that ever lived and the very incarnation of journalistic independence. I have tried to draw his portrait in couplets, always keeping in view the great-hearted man behind the complete craftsman. Such was his *flair* for news and unflinching accuracy that these lines were inevitable—

Fate for him wrought a daily miracle,
For Truth climbed up to meet him from her well,
And stood by his side, stark naked, starry wet,
As near to him—as he to her could get.

Whatever the task which chose him, his whole heart and soul went into it—

Full well he loved his craft and honoured it
With all he had of wisdom and of wit,
And what most glorified his work, I think,
Was that he wrote with an unusual ink—
No vitriol in it, humour just enough
And milk of human kindness *quant. suff.*
But when he wrote of warfare at the flood
He dipped his pen into the deep heart's blood,
And with a warm and crimson verity
Of dying words made deathless history.

He asked no more than a living and the right to exercise his profession honourably, which none ever denied him. He was a great good-humourist; his very presence was an antidote to boredom or pessimism. I never heard him give his famous imitation of Mr. Gladstone addressing a Mid-Lothian audience from a railway carriage, which once delighted a company of statesmen. But I found him an inexhaustible treasury of anecdote and allusion, of human nature and human literature.

And he died, as he lived, in the grand style—

Death grudged him to our faithful fellowship,
And fixed on him a foul, arresting grip.
Then did he live indeed! Maintaining still
The might of man's unconquerable will
He smiled on us and put his torture by,
Scoffed at the flesh and gave his death the lie.

As long as men of such a mould bear up that temple of the eternal Now which is called the Press, we need never despair of its independence and integrity.

OCCUPIED BY THE GERMANS: THE AALAND ISLANDS.

By ERNEST YOUNG.

THIS comparatively unknown archipelago—now much in the news—has had a long and interesting history. At a very early time it had its own national chiefs or kings, but about the fourteenth century it came under the influence of Sweden, and its subsequent history forms part of the story of the relations between Sweden, Russia, and Finland. The main facts are that in 1743—that is, before Finland passed from Sweden to Russia—these islands actually came under Russian control, and the islanders took oaths of fealty to the Tsaritsa Elizabeth. They were restored to Sweden by the Treaty of Abo, but became Russian again in 1809, when the whole of Finland became a Russian Grand Duchy.

At the outbreak of war the islands had a Russian garrison of about 7000 men. This was reduced, in February of this year, to about 2000 men. After the Revolution, the troops—who were well supplied with rifles, machine-guns, and ammunition—revolted and ran amok. Appalling outrages were committed, and, as the people were defenceless, there was such a state of panic that many of them fled across the ice to other and smaller islands.

Under Swedish influence, an agreement was drawn up between the Russians and the Aalanders, the object of which was to secure the complete evacuation of troops from the islands and leave the defence of the islands to the population itself. In accordance with this agreement the Russians left.

On March 2 the German Minister at Stockholm informed the Swedish Minister for Foreign Affairs

that Germany intended to use the islands as a base of operations; while on March 7 messages were received stating that quite formidable German forces had been landed. On March 15 it was reported that among refugees from Finland just arrived at Stockholm were seventeen British families, of whom the men of military age had been seized by the Germans at the Aaland Islands and sent as prisoners to Germany.

The archipelago lies at the entrance to the Gulf of Bothnia, and almost opposite to Abo, the second most important port of Finland. The distances from the main island to Finland and Sweden are respectively fifteen and twenty-five miles. There are about three hundred islands in all, but of these not more than eighty are inhabited. There is a population of, say, 20,000, two-thirds of whom live on the largest island.

The Aaland Islands are the western outpost of that wonderful chain of islands that fringes the southern shore of Finland, and they form a kind of bridge between Sweden and that country. They vary in size from a needle point to an island eighteen miles long and fourteen miles broad. Some of the islands are as bare as a pavement, while others are clothed to the water's edge. In and out between them wind innumerable channels. The whole forms a bewildering and fascinating tangle of rocks and waterways.

Only an expert pilot is safe in these waters, and there are few salient landmarks by which to steer. The fairway is marked with buoys, lighthouses, and seamarks, and there are various signs and directions painted boldly on the cliffs. And yet, with all this

assistance, the navigator needs his wits about him if he is not to lose his way amidst the hundreds of isles and islets, rocks and headlands, bays and inlets that pass before him in a seemingly never-ending procession.

The islanders are chiefly Swedes. Owing to their isolation, they have preserved a considerable degree of race purity. They are the tallest of all the Swedish inhabitants of Finland, and physically vigorous and alert. They have preserved, too, many of the customs and modes of life and of the simple habits of their ancestors.

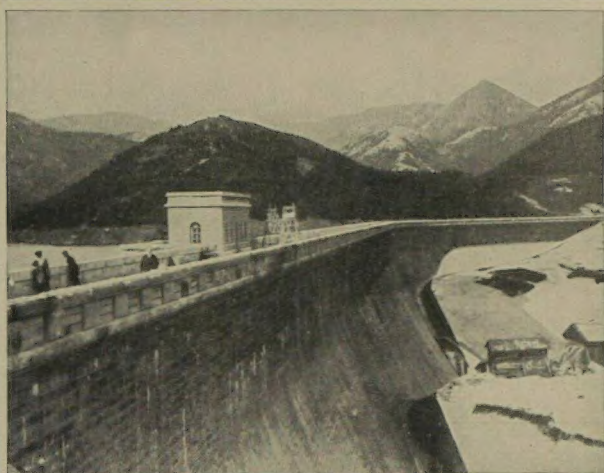
They are sailors by nature, and, like most seafaring peoples, brave and lovers of liberty. They are scrupulously clean. The women are reputed beautiful, intelligent, and energetic.

The soil is thin and poor; the climate is severe—in winter even the sea freezes. Hence agriculture is restricted to hardy plants, like barley, rye, flax, and a few vegetables. But enough food is grown for home consumption.

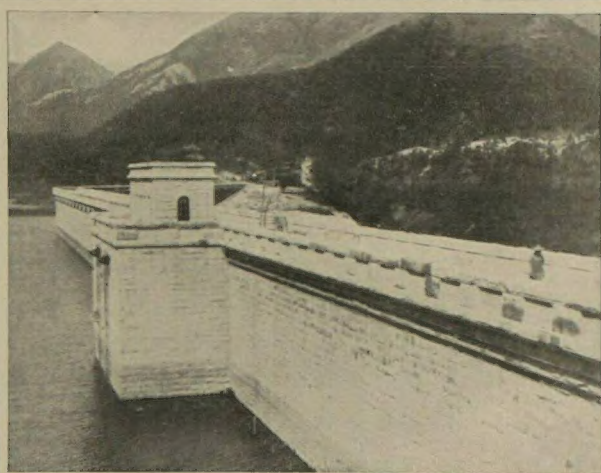
The constant rains brought by the westerly winds provide a rich supply of grass, on which great numbers of cattle are reared, and cheese, butter, hides, and salted meat are exported. There are important forests of pine and spruce, mingled with birch and aspen.

The chief occupations are the hunting of seals and sea-birds and the catching of fish. The innumerable rocks are the abode of myriads of birds, whose eggs, plumage, and flesh are highly valued. As fishermen, the Aalanders are noted for their fearlessness.

TAI TAM TUK: THE GREAT NEW HONG KONG RESERVOIR AND DAM.



CONSTRUCTED OF CONCRETE, CEMENT, AND GRANITE BLOCKS BONDED WITH STEEL TIES: THE OUTER SIDE OF THE GREAT DAM.



FROM END TO END 1200 FEET, WITH A MOTOR ROADWAY RUNNING THE LENGTH OF THE TOP: THE LAKE SIDE OF THE GREAT DAM.



THE EARLIER AND ORIGINALLY PROPOSED DAM, AS ITS REMAINS NOW APPEAR: TRACES LOOKING LIKE HUGE STONE WELLS.



A GENERAL VIEW: THE MOUNTAINS SURROUNDING THE RESERVOIR ON THREE SIDES, TOGETHER WITH THE DAM.



AT THE COMPLETION: THE ENGINEER RESPONSIBLE, MR. JAFFÉ (SECOND FROM THE LEFT), AND MR. SEVERN, C.M.G., COLONIAL SECRETARY (RIGHT).



PLACED TO COMMEMORATE THE ENTERPRISE AND ITS SUCCESSFUL CARRYING OUT: THE MEMORIAL TABLET.

The great reservoir and dam, Tai Tam Tuk, Hong Kong, completed at the end of last year after being five years under construction, is situated in the centre of the island, with mountains on three sides of it. Its reservoir covers 945 acres, and holds 1,420,000,000 gallons of water; enough for a full supply for 236 days. The dam is built of solid cement and concrete, with embedded granite blocks and granite facing, and with steel bonding ties. It is 1200 feet in length, and the foundations go down 40 feet deep in places. The wall height on the average, from the foundations to the level of

the 16½-ft. wide roadway along the top (available for motor traffic), is 171 feet: the base width, 115 feet. The dam, with pumping plant, mains, etc., to supply Hong Kong, cost upwards of two-and-a-half million dollars, and from 500 to 2000 workmen have been employed on it during its five years of building. In the fifth photograph is seen Mr. D. Jaffé, of the Colonial Public Works Department (second to the left), who has been the engineer responsible for the design and work. On the right is the Hon. Claud Severn, C.M.G., Colonial Secretary, officiating as Administrator of the Government.



By G. K. CHESTERTON.

THE real quarrel of America with Prussia has always been a more important and interesting matter than many seem to understand. It is now of a more deadly importance every day. And there are certain cant phrases about both countries which are rather misleading.

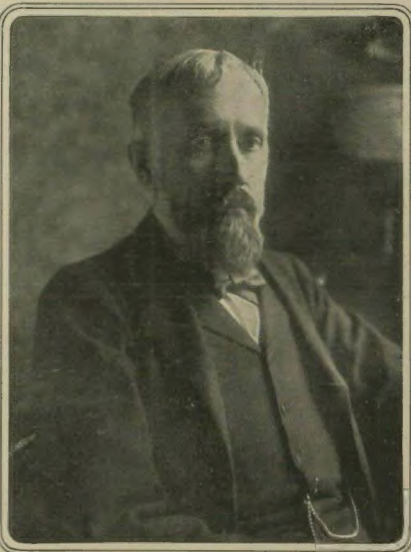
For instance, the first and most fashionable thing to say about America and Germany is that America is a new country and Germany an old country. It is a fallacious phrase at the best, for every nation is a new nation, with every new generation. And every nation is an old nation, since the very word generation takes us back to the word genealogy—and, indeed, takes us back to Genesis. Some people stress so extravagantly the notion of old and new that one would fancy there were two separate nations of old and young. One would think that every colony was populated entirely by gigantic children. One would think that all despots and diplomatists were born at the age of sixty-five. But it is not merely in this large and elementary sense that I criticise the sufficiency of the historical distinction here. It is in a more practical and political sense, as affecting the concrete cases. There is, of course, a genuine aspect in which Germany is much older than America. But it is far from being the most important aspect; and by considering this aspect alone we lose nearly all the enormous significance of the American rush to the rescue of civilisation.

Now it is a common charge against the American Republic that it is unhistoric and has no past; but the charge is singularly false. It has a past which is not only historic, but heroic. Nay, it is heroic not only in the normal sense of things that are historic, but almost in the sense in which we speak of the prehistoric. We feel there was a heroic age of the Republic; and a legend of its founding, like the legend of Rome. Its founders built on affirmations

of it. In their own stories they do treat the cherry-tree of George Washington as something like the apple-tree of Adam. In their own lighter moments, they do seek to imply that Benjamin Franklin must have been as much of a bore and a nuisance as Socrates. But men only deal thus lightly with things that they feel as ancient and fundamental; and there

enough to allow not a little local government, yet both have been lucky enough to create not a little common patriotism. The resemblances between them are many and unmistakable; and the difference between them is the difference between darkness and light.

These two new nations were the two great creations of the Age of Reason. One employed reason as a means to discover justice; the other employed reason as an excuse to justify injustice. That was the very simple difference between the Deism of Jefferson and the Atheism of Frederick the Great. Both States emerged when the mediæval civilisation seemed to have perished, and the wars of religion—in which it had perished—had themselves died away. Both even stood in a sense for a new freedom, which was in one adventurous, and in the other only cynical. But the one was the freedom which frees the slave; and the other only the freedom that frees the tyrant. In America it was the Citizen who was unchained; but in Germany it was the Government, and an unchained Government has since then raged round the world like a wild beast let loose. The American innovation only destroyed the tyrannies of the Middle Ages, or what were believed to be the tyrannies of the Middle Ages. The American innovation was that aristocracy must no longer be absolute. The sole and supreme Prussian innovation was that chivalry need no longer be chivalrous. The great Teutonic emancipation simply meant that a knight need not be knightly, and that there was no necessity for a nobleman to behave like a gentleman. But he was to retain all the privileges of a nobleman and all the weapons of a knight; he was in no sense whatever to become a citizen. In short, the scepticism of the eighteenth, and to some extent of the nineteenth, century was used in two directly contrary ways by these two new civilisations, both prosperous, and both in a sense progressive. It is no exaggeration to say,



THE NEW CHAIRMAN OF THE IRISH NATIONALIST PARTY:
MR. JOHN DILLON, M.P.

Mr. Dillon was unanimously elected Chairman of the Irish Nationalist Party to succeed the late Mr. John Redmond. He addressed his first public meeting in that capacity at Enniskillen on March 17, when he denounced the Sinn Féin movement.—[Photograph by Haines.]

is this feeling about the American fundamentals. It does not, for instance, seem unnatural to talk about the Fathers of the Republic, as we talk of the Fathers of the Christian Church or of the old pagan city. And the idea for which they stood is one that can never be merely new-fangled, just as it can never be merely old-fashioned; something which can be denied, but can never be discredited; something which they expressed far better, but which (in the looser language of modernity) is expressed best by saying that the normal man must be master of the national fate.

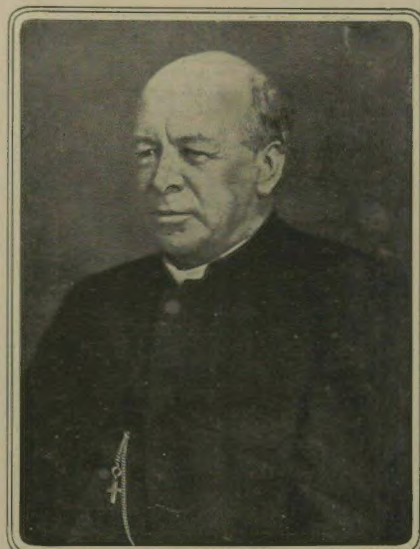
And, just as America is made out much newer than she is, Prussia is made out much older than she is. Especially does she make herself out much older than she is. The first luxury of a *parvenu* is a pedigree. And the pedigrees which the North German princes trail behind them, like their royal robes and their military sabres, are morally unreal even when they are not materially untrue. They trace them back through a tangle of semi-savage tribes that played no real part in history, and only filled a German wilderness, as the Red Indians filled an American wilderness. The importance, the identity, the unity of what men call Germany is a thoroughly modern thing, whatever credit the fact may reflect upon modern things. We might well say, indeed, that Prussia and America are contemporaries; and that is the most profound and spiritual sense in which they are rivals. They are the two new nations, standing for the two international ideals. It was not till the middle of the eighteenth century that either America or Prussia really became a power at all. It was not till the middle of the nineteenth century that the great foreign wars were fought which finally united the German Empire. It was not till the middle of the nineteenth century that the great Civil War was fought which finally united the American Republic. Both have vast populations and variegated territories; both have increased in modern industry and commerce; both have been wise



A GREAT LOSS TO THE LONDON STAGE: THE LATE
SIR GEORGE ALEXANDER.

Sir George Alexander, the famous actor, died at his home, Little Court, Chorley Wood, on March 16, after a long illness. He was lessee and manager of the St. James's Theatre for over twenty-five years, and was knighted in 1911.—[Photograph by Annan.]

so wide and (as they themselves truly said) so self-evident that there was something about them beyond place and time. There really is something about the Declaration of Independence that is almost like the stone tables of the Ten Commandments. It is so much a fact that, if we like, we can even make fun of it; and the Americans themselves do make fun



A FAMOUS LONDON PREACHER AND OXFORD DIVINE:
THE LATE CANON SCOTT HOLLAND.

Canon Henry Scott Holland was for many years Precentor of St. Paul's, and made a great reputation as a preacher. In 1910 he became Regius Professor of Divinity at Oxford. In 1893 he declined the bishopric of Norwich.—[Photograph by Elliott and Fry.]

as I have said, that one was a return to a primeval light, and the other to a primeval darkness. And if there were no such thing as Belgium, no such thing as France, no such thing as England, no such thing as Europe, on the whole face of the planet, these two spirits would have rushed into collision in such a war as was never seen under the sky.

FRANCE HONOURS AMERICAN FLAGS: IN THE FIELD; THE INVALIDES.



DECORATING THE FLAG OF A UNITED STATES REGIMENT WITH THE CROIX DE GUERRE: THE CEREMONY PERFORMED BEFORE M. CLEMENCEAU.



IN MEMORY OF FRANCE'S AID IN THE WAR OF AMERICAN INDEPENDENCE: PRESENTATION REGIMENTAL STANDARDS AT THE INVALIDES.

Several American flags are on display at the Invalides in Paris, all connected with the present war. That borne in action by the corps of American Volunteers who served with the French Army as a unit, before the United States joined the Allies, was laid up there in January, on the men of the corps joining the American regiments landed in France. Others, seen above, are standards—of the American Army regulation pattern—

recently offered to United States regiments now at the front on behalf of descendants of Lafayette's comrades who fought in the American War of Independence. The upper illustration shows the unique incident of the French Croix de Guerre being publicly conferred, in the presence of M. Clemenceau, on the flag of a United States battalion for distinction in action on March 7.

THE WRECKED STAINED GLASS OF RHEIMS CATHEDRAL: SALVAGE WORK.

FRENCH OFFICIAL PHOTOGRAPHS.



RECONSTRUCTING A SHATTERED WINDOW ON THE CATHEDRAL FLOOR: PIECING TOGETHER THE PANELS.



SALVAGE WORK IN RHEIMS CATHEDRAL: EXAMINING A RECONSTRUCTED PANEL OF STAINED GLASS.



MENDING, AS FAR AS MAY BE, THE RAVAGES OF GERMAN VANDALISM: RE-ASSEMBLING AND CLASSIFYING FRAGMENTS OF STAINED GLASS ON THE FLOOR OF RHEIMS CATHEDRAL.



THE REMOVAL OF RESCUED FRAGMENTS TO A PLACE OF SAFETY: LOADING BOXES OF STAINED GLASS ON A LORRY.



AT WORK ON RESCUED FRAGMENTS: THE RECONSTRUCTION OF A STAINED-GLASS PANEL AT RHEIMS.

The priceless stained-glass windows of Rheims Cathedral, dating mostly from the thirteenth century, have been shattered by the constant and deliberate bombardments of the Germans. The enemy's excuse that the cathedral towers were used for observation has again been put forward, and again denied by the Archbishop, Cardinal Lupo, and the French commander. Some of the stained glass has been collected with a view to reconstruction. The work of removing fragments still left in the windows was extremely difficult and dangerous,

as no scaffolding could be erected. Thanks, however, to the joint efforts of a party of Paris firemen and two glaziers, who, like acrobats, climbed up the framework of the great windows at dizzy heights, considerable quantities of the precious glass were recovered, and pieced together on the Cathedral floor. The pieces were then numbered, packed in boxes, and removed to a place of safety. Several of the finest windows can thus be reconstructed, when the time comes, almost complete. Others were more fragmentary.

UNDERGROUND ON THE BRITISH FRONT: MASTERING THE SUBSOIL.

BRITISH AND AUSTRALIAN OFFICIAL PHOTOGRAPHS.



LIKE DRAWING WATER FROM A WELL: HAULING UP FOOD FROM A SUBTERRANEAN COOKHOUSE.



ARMY COOKS AT WORK 60 FT. BELOW THE SURFACE: THE INTERIOR OF AN UNDERGROUND KITCHEN.



PEELING POTATOES UNDISTURBED BY GERMAN SHELLS: AN AUSTRALIAN TUNNELLING COMPANY'S COOKHOUSE UNDERGROUND.



THE VENTILATION OF THE SUBTERRANEAN GALLERIES: BORING A HOLE WITH A "WOMBAT" DRILL.



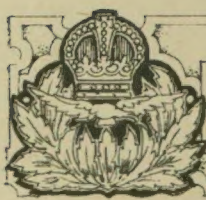
CONSTRUCTING AN UNDERGROUND DUG-OUT: MEN OF AN AUSTRALIAN TUNNELLING COMPANY AT WORK.



WEARING AN OXYGEN APPARATUS: A SOLDIER IN THE RESCUE STATION OF AN AUSTRALIAN TUNNELLING SYSTEM.

Life at the Front has for some time assumed a new subterranean phase. "It is a place," writes Mr. Philip Gibbs, "of long galleries, 60 ft. below the outside earth, in which one may walk for hours and hours. . . . My guide was one of the officers of the Australian Tunnelling Company, which during the past two years has done a great part of the work in boring this subterranean system below some section of our battle-line. . . . The enemy . . . were beaten out of the field by British, Australian, Canadian,

and New Zealand miners, who fought the Germans back underground from gallery to gallery, blowing them up again and again. . . . On each side of the galleries were rooms carved out of the chalk. . . . Not far away was a room from which a fierce heat came and a smell of good food cooking. It was the kitchen, with big stoves and ovens, where meals were being cooked by sweltering men, within a few yards of the front-line trenches. . . . In other rooms were field dressing stations."



THE WORLD OF FLIGHT.



THE NEW AIR FORCE, AND ITS FUTURE.

By C. G. GREY,
Editor of "The Aeroplane."

THE official announcements recently made concerning the constitution of the new Air Force seem to afford fairly general satisfaction to those most concerned—namely, the officers and men of the Flying Services. The ranks adopted for the Air Force are entirely military, which is a very distinct relief to those who feared that attempts might be made to coin new words for the titles of the officers.

It was said jestingly that the Commander-in-Chief of the Air Force was to be known as the Heliarch. The idea was not without merit—as a jest. Every aircraft is driven by a screw, or helix. The C-in-C. might govern by putting the screw on his subordinates. What, then, could be more apposite than the rendering into bad Greek of the title of "Screw-governor"? Also it was suggested that the commanders of air fleets should be known as Airmirals, a cacophonous adaptation of the word Admiral which might well find favour with those who are ever seeking after some new thing, regardless of consequences.

Happily, these and other worse attempts failed to find favour, and the officers of the Air Force will lead their men to glory under the time-honoured titles which have been made famous by the King's Army. Whether the small number of naval officers who originally formed the nucleus of the R.N.A.S., and who now occupy the senior commands in that Service, will cheerfully abjure their naval rank and adopt military titles is another matter; but their number is comparatively small, for the bulk of R.N.A.S. officers are civilians who joined before or since the outbreak of war, and who will not be greatly troubled by changing their titles.

Those of either Service who do not like the change have the option of returning to their original Service without loss of their seniority in that Service. But it is expressly stated that R.N.A.S. or R.N.V.R. officers attached R.N.A.S. who have not served with the Navy prior to joining the R.N.A.S. cannot claim to be given commissions in the Navy if they elect to leave the Air Force. And, similarly, R.F.C. officers who joined the R.F.C. direct, and are not seconded thereto from the Army, cannot claim commissions in the Army if they leave the Air Force. Such officers, if they leave, are liable to be conscripted into the ranks.

However, it is hardly likely that anyone who is now in the R.N.A.S. or R.F.C. will want thus to sacrifice his commission, even if assured of a commission in either of the Senior Services, for everything points to a particularly brilliant future for the Air Force. The new force is practically under the control of the same soldiers who have made the R.F.C. about the most perfect fighting machine in the world. The production of material for the force is in the hands of the same engineers who in the past twelve months have made the R.F.C. at least as well equipped as any other flying service, despite the fact that at the end of 1916 it was inferior in equipment to both the German and French services. One may say confidently that to-day Great Britain is the leading Aerial Power, and that, barring accidents, the supremacy of the Allies in the air will be maintained and even increased.

It is worth while here to consider how this very desirable state of affairs has come about, for until a year or so ago the people of this country, and their representatives in Parliament, took remarkably little interest in the Flying Services, and certainly did not realise the immense importance of air power. Now it is fairly generally recognised that air power is at least as important to our future existence as a nation as is sea power.

Imprimis, there have always been, since the earliest days of flying, some brilliant officers in both

Services who recognised the future importance of aircraft. Before the war they were hampered by lack of money in their desire to build up a great air force. For the same reason, our aeroplane and engine designers—always, in fact, ahead of the world in their designs—were unable to produce the machines which they had on paper in their drawing offices. Very gradually, after war broke out, people at

Army, out of sight in France and elsewhere, must be at the mercy of the enemy. It is curious to remember that we owe much of our present dominant position in the air to the lessons taught us by an enemy who hoped only to terrorise us.

However, after a series of Advisory Committees and of Air Boards without executive power, the real movement began with the creation at the beginning of 1917 of the first real Air Board, with Lord Cowdray as President, and Mr. William Weir as Controller of Supplies. It is to that Board that the Flying Services of to-day, and the Air Force of next month, owe their present happy position. Lord Cowdray, a great engineer, and Mr. Weir (who soon afterwards became Sir William) reorganised the whole scheme of supplies and entirely altered the policy by which aeroplanes had been produced.

British aeroplane designers and engine designers were encouraged to do their best and to produce new type after new type in experimental form, in the hope of always having a new machine in hand which would be better than the enemy's best. This hope has been fully reached, and the policy which prompted it has been more than justified. To-day our aviators at the front are far better mounted than are the enemy.

We, with our national fondness for self-depreciation, have always thought too much of our rivals or our enemies. All the world knows, through us, of the excellence of the Taube monoplanes in their day, of the Aviatiks a little later, and in more modern times of the Albatros—which, by the way, is spelt with one "s" and not with two in its German form. We have cried aloud the excellence of the Gotha, and of the new *Riesenflugzeugen*, or giant aeroplane, as a class, though we do not know even the names of the makers. We have advertised free of charge the Mercedes and Benz engines. In fact, neutral countries must by now believe that we think more highly of the enemy's aeronautical engineers than of our own.

Even our Allies' aeroplanes we applaud before those of British origin. Who ever heard of British aeroplanes when Blériot and Farman were household words? To-day, all know of the huge Italian Caproni triplanes, and of the smaller S.I.A. biplane which flew from Turin to London, and has lately been admired by thousands in Trafalgar Square.

Let us therefore, by way of a change, recite some of our own merits. It was the British Sopwith two-seaters which first put a stop to the dominance of the Albatros in France. It was the Sopwith "Pup" and the Sopwith "Camel," single-seat fighters, which definitely showed the enemy that we were his betters at aeroplane design. It was the British De Havillands, with British Rolls-Royce engines, which showed the Hun that we could build two-seater reconnaissance machines so fast and so high-climbing that his best fighting machines could not catch them. It was the same De Havillands which made, and still make, bombing raids in broad daylight, and get away unscathed. It was the Bristol two-seater fighter which showed that we could make heavy-looking, big machines which could manœuvre like small single-seaters, and could chase the enemy's machines while the passenger protected his pilot against attack from above or behind.

And it was the Handley-Page twin-engined night-bombers which showed the enemy what could be done in the way of carrying big bombs.

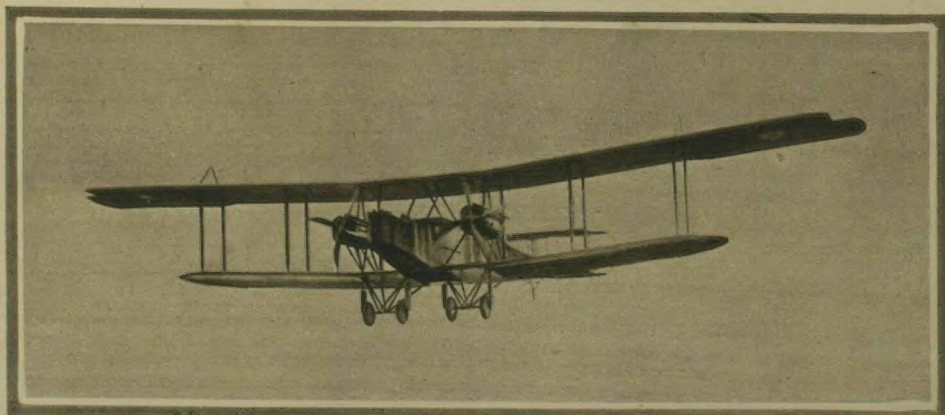
It is thanks to the designers of these machines that the Air Force is able to fight and beat the enemy when and where he pleases. And, happily, we have newer and better aeroplanes and engines coming through to-day to go on beating the enemy when he himself improves his equipment.



A RECENT-TYPE MACHINE THAT IS PROVING HIGHLY SUCCESSFUL IN WINNING AND MAINTAINING OUR AIR SUPREMACY ON THE WESTERN FRONT: A BOMBING HANDLEY-PAGE AEROPLANE; ALSO A BRITISH DIRIGIBLE.

Photograph by C.N.

home began to learn from the people at the front that aircraft were vital to the success of the Army. Still more slowly—not, indeed, until submarine war



THE BOMBING BY THE BRITISH OF GERMAN GARRISON TOWNS AND MUNITION-WORKS ON AND BEYOND THE RHINE: ONE OF OUR LONG-DISTANCE CRUISING HANDLEY-PAGE BOMBING MACHINES IN FLIGHT.

Photograph by C.N.

became intense—did they learn that aircraft were vital to the success of the Navy. In course of time, agitations in Parliament and out impressed on the whole nation the necessity for Air Power.

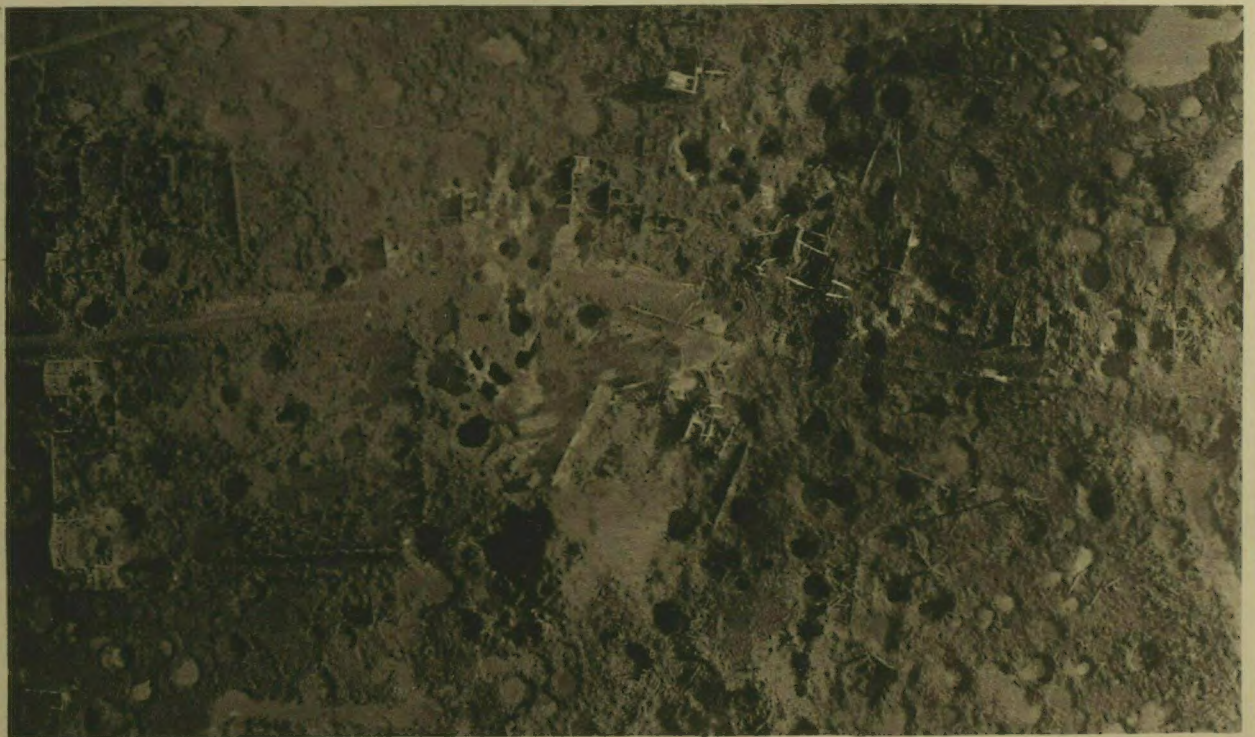
These agitations, be it said, were very greatly assisted first by Zeppelin raids, and later by aeroplane raids, for these raids brought home better than anything else the fact that, without aircraft in vast quantities, the whole country, and not merely the

AS SEEN FROM THE AIR: A VILLAGE GRADUALLY DESTROYED BY SHELLS.

PHOTOGRAPHS BY THE SECTION PHOTOGRAPHIQUE OF THE BELGIAN ARMY.



AFTER THE FIRST BOMBARDMENTS: THE VILLAGE OF MERCKEM IN FLANDERS, IN 1915—DAMAGED, BUT STILL RECOGNISABLE.



COMPLETELY OBLITERATED BY SUCCESSIVE POUNDINGS OF ARTILLERY: AN AERIAL PHOTOGRAPH OF MERCKEM IN 1917.

Aerial photography shows more vividly than anything the havoc of war on a town or village taken as a whole. Describing these two examples, a French writer says: "An aeroplane flew over this district in 1915, and the observer has preserved the view (in the upper illustration) of this charming village as it then appeared. The château, one of the most notable of Western Flanders, is that of the Baron of Coninck. War has already passed that way. The church-tower has been struck by a shell, and the castle

itself has suffered, but the village still preserves its *ensemble*. An aeroplane again flew over Merckem in 1917, after the departure of the Germans, driven back to the edge of the Forest of Houthulst, and here is the photograph which the observer obtained! It looks as if ages had passed since the first view was taken, as though life had ceased upon a frozen planet for a thousand years. It resembles the surface of the moon. But, no! It is the unfortunate village of Merckem—all that is left after a deluge of shells."



SCIENCE JOTTINGS.

WAR-TIME WARFARE ON BIRDS

THE Report of the Royal Society for the Protection of Birds for the year 1917 will assuredly not prove pleasant reading at the Board

We paid heavily for this piece of folly last year, and we shall be called upon to pay no less heavily during the critical months before us.

The hedge-sparrow, unfortunately so called, is in no way related to the house-sparrow; it is as useful

upon insects. Hence its reduction is to be taken in hand discreetly.

We shall never mend our ways in this matter till we readjust our mental compasses. In this country there is a rooted conviction that the study of ornithology is not one to be taken seriously, but rather as a harmless "hobby" of no "practical" use whatever. Nothing could be further from the truth, as we are now finding to our cost. The Board of Agriculture, having no data of its own, is swayed now this way and now that by conflicting assertions. Now and again it makes a show of authority by the publication of "leaflets," which cannot, for the most part, be regarded as serious contributions.

On the Continent, in Canada, and in the United States the study of birds in their relation to man is carried on by means of an official "Bureau of Ornithology," whose work consists not in compiling information gleaned at second-hand, but from actual research in the field and laboratory. It is surely little to our credit that we lag behind in this. It does not suffice to limit these inquiries as to the relation of birds in regard to their harmfulness, or otherwise, to our crops and fisheries; for, if that be done, aspects of the highest import in regard to these very subjects will inevitably be overlooked. The unrestricted freedom accorded in the past to the game-preserver and the gamekeeper has begotten the hordes of rats and mice which now levy a toll on our food-supplies amounting to millions of pounds sterling annually—to say nothing of their activities in the spread of disease. The inevitable destruction of our woodlands during the war is preparing a nidus for myriads of noxious insects, which will find a congenial home and breeding-places in the decaying stumps of the felled trees. Unless insect-eating birds are rigorously protected, re-afforestation of these depleted areas will be impossible for years to come.

The Board of Agriculture should have a policy to pursue in regard to these matters. It can have none at present, because it has no data whatever on which to base any plan of action. This state of things ought



MOVING A BIG HUT BODILY BY MAN-POWER: A REMARKABLE FEAT BY THE EGYPTIAN LABOUR CORPS IN PALESTINE.

of Agriculture. Yet it cannot be gainsaid that that Report is in any way unfair, or hypercritical, in its indictment of the Board and its strangely inept attitude in regard to all that concerns economic ornithology and agriculture.

The Board of Agriculture ranks among the foremost of our scientific institutions, and it is therefore not a little disconcerting to have to admit that, in at least one of its activities, it is far from living up to its reputation.

The Royal Society for the Protection of Birds has no official status and a very limited income; but it is well for the country at large that it has undertaken to do its best to carry out the work which should be done by the Board of Agriculture. That this should be so, at the present juncture, is lamentable. Our food supplies from overseas are curtailed and jeopardised by submarines; and our crops, in like manner, are being seriously jeopardised and curtailed by "sub-terrains" in the shape of noxious insects. Yet, in the face of this, the Board organises "sparrow-clubs," thoughtlessly calculated to reduce to an alarming extent our increased need—now that labour is so short—of insectivorous birds; and, if this were not enough, it ignores the use of poison to accelerate that destruction, even though the use of poison is forbidden (and rightly) by the law of the land.

That the house-sparrow (*Passer domesticus*) requires some "thinning out" goes without saying. But to seek to achieve this by invoking the aid of school-children, and equally irresponsible and indiscriminating "sparrow-clubs," is, to say the least, incredibly stupid. Sparrows do not nest in hedges, the only places accessible to children; and the term "sparrow," moreover, ought not to be interpreted to mean any small bird—but this, as might have been foreseen, is what was done during the sparrow-war of 1917. As a consequence, countless insect-eating birds of priceless value to the farmer and gardener were slaughtered.

as the other is harmful—yet it was slain without mercy, as were warblers, tit-mice, and numerous other insect-eaters and species which live upon the



A TURKISH DEVICE TO CHECK OUR TROOPS IN PALESTINE: PITS DUG IN FRONT OF ENEMY TRENCHES. The Turks dig rows of circular pits outside their trenches to impede a British attack. These pits are about 5 ft. deep by 4 ft. wide at the top, lessening to about 2 ft. at the bottom.

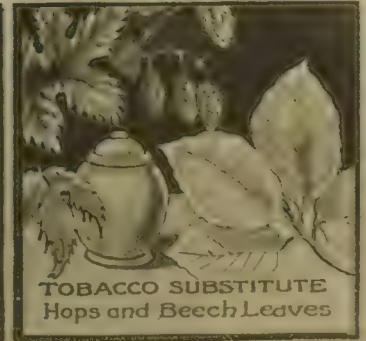
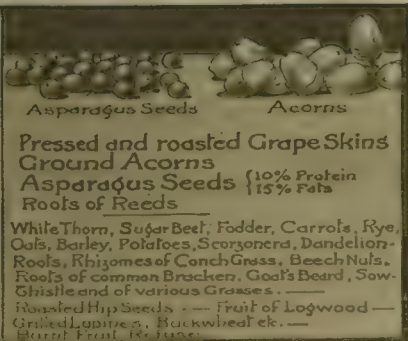
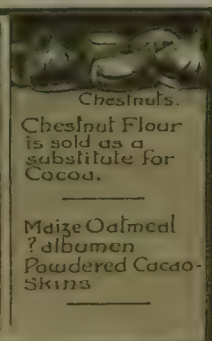
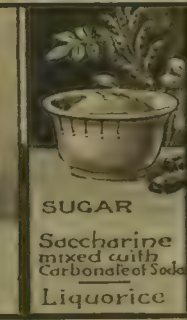
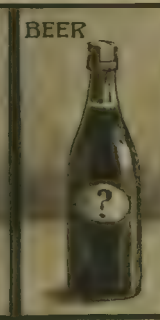
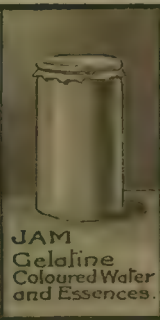
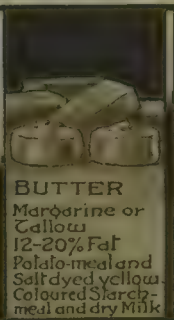
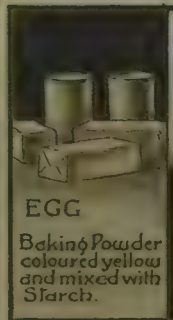
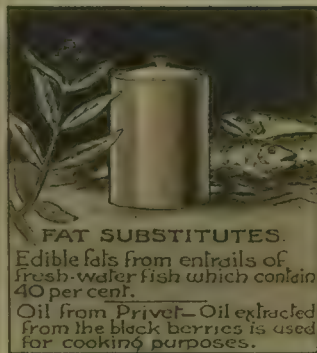
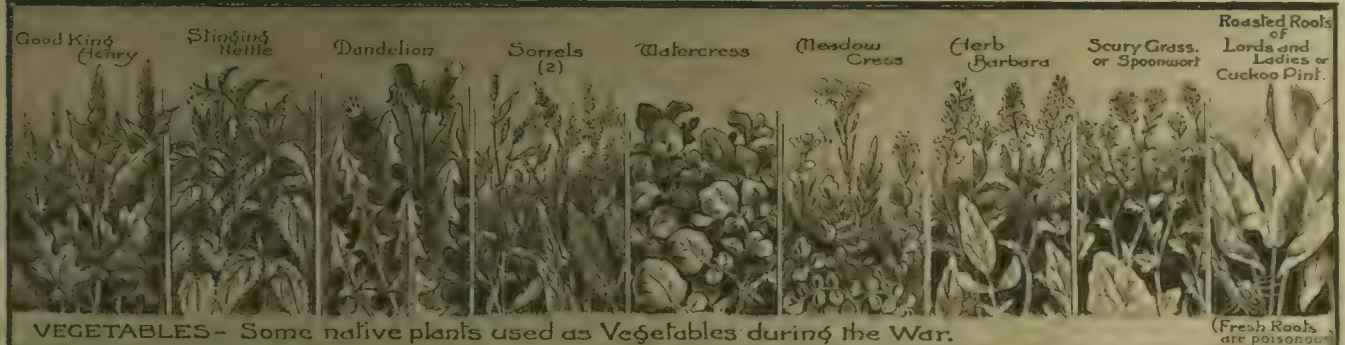
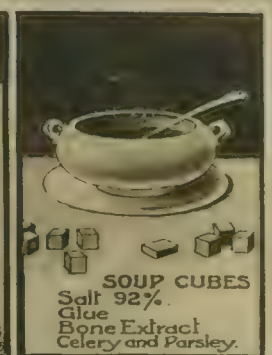
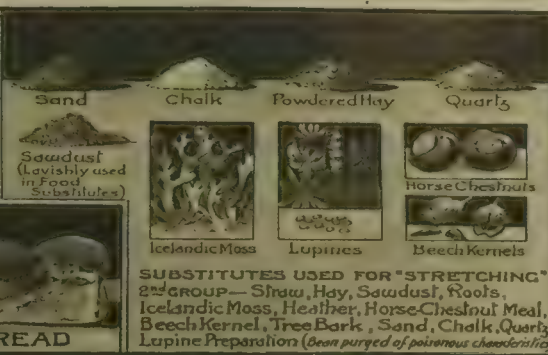
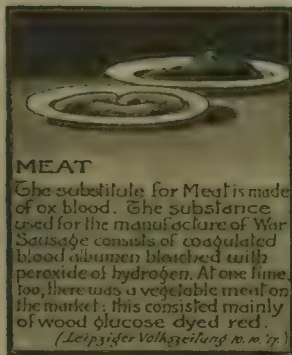
seeds of noxious weeds. But even the house-sparrow has some redeeming features, for during the first few days of their existence they are fed

not to be, and it is devoutly to be hoped that matters will not much longer remain in this deplorable condition.

W. P. PYCRAFT.

OUR ILL-FED FOES: SOME INGENUOUS GERMAN FOOD SUBSTITUTES.

DRAWN BY W. B. ROBINSON.



HOW GERMANY SEEKS TO MAKE GOOD HER SHORTAGE OF FOOD-STUFFS: WILD PLANTS AND OTHER SUBSTITUTES.

The extent to which Germany has been reduced to using food substitutes is hardly realised, and greater knowledge on the subject might check the laments of some who grumble at the minor inconveniences to which we in this country are subjected. It has been stated that there are now ten thousand substitutes for real food on the German market, and while this certainly shows ingenuity and organisation, it at the same time indicates a serious state of affairs. According to one authority, Leipzig bakers have since last July been required to make bread of mixed turnip and potato meal, while various

repellent substances known as "flour-stretchers" are used almost everywhere: German tea is made of an assortment of leaves and grass, coffee of acorns, roasted grape seeds, and asparagus seeds, while cheese, of the "Hungarian" variety, is described as "a mixture of dairy refuse, red pepper, and brick dust." "The new officially censored beer of uniform colour and gravity," it is said, "has a bloom like the bloom of a cornflower." It is not, of course, known how far Germany's food supplies have increased by her progress in Russia. (Drawings Copyrighted in the United States and Canada.)

DANGER-POINT WARNING: ONE OF OUR PATROL SHIPS' EVERYDAY SERVICES TO NEUTRALS AND OTHERS.

DRAWN BY CHARLES PEARL, R.O.L.



STANDING BY A DRIFTING MINE: A BRITISH MINE-SWEEPER TURNING ASIDE AN APPROACHING NEUTRAL CARGO-SHIP FROM A MINE ADRIFT ON THE SURFACE.

One often sees, where there is a temporary street obstruction in the roadway, from a hole in the wood or stone pavement, or a break-up in the asphalt, particularly in foggy weather and after dark, a watchman with red lights installed close at hand to prevent traffic blundering into the obstruction and meeting with an accident. A similar precaution is shown taking place at sea, on a trade-route, in emergency circumstances. The hold-up is, of course, likely to be only temporary; but until the drifting mine can be disposed of, by sinking it or towing it away, the patrol-vessel stands by the mine to warn—as shown, by hailing—vessels approaching the danger. Where

also one mine drifts, others, in like manner broken loose from moorings or from a mine-field in the vicinity, may be drifting. The enemy, as we know from the experiences of many vessels, are given to moor mines in twos or clusters, with the same anchoring chain to the bottom for each group, so that if the anchor-chain breaks, the mines get loose together, and may drift away in a string, or one after the other. The neutral seen is, from the bow markings, a Spaniard, with a yellow patch barred by two crimson bars, such as passers over London Bridge may see constantly, similarly marked lying in the Pool.—[Drawing Copyrighted in the United States and Canada.]

THE TERRAIN OF THE PALESTINE CAMPAIGN: A LAND OF WADIS.



WHERE DRY RIVER-BEDS DO DUTY AS ROADS: TYPICAL COUNTRY IN SOUTHERN PALESTINE—
THE WADI GUZZE, NEAR GAZA.



A CHARACTERISTIC PANORAMA IN PALESTINE: ANOTHER VIEW OF THE WADI GUZZE,
WITH A PICTURESQUE "CHAIN" OF TRANSPORT CAMELS.

The character of the country traversed by our troops in Palestine has changed with the advance north of Jerusalem into a rugged mountainous region. Photographs of these recent operations are, of course, not yet available, but those given above afford an excellent idea of the *terrain* crossed earlier in the campaign. In his review of events up to the capture of Jerusalem, General Allenby writes: "Owing to the steep banks of

many of the wadis which intersected the area of operations, the routes passable by wheeled transport were limited, and the going was heavy and difficult in many places. Practically the whole of the transport available in the force, including 30,000 pack camels, had to be allotted to one portion of the eastern force, to enable it to be kept supplied with food, water, and ammunition at a distance of 15 to 20 miles in advance of railhead."

PALESTINE CONTRASTS: DESERT SANDS AND RICH FOLIAGE.



LOOKING OUT OVER THE PROMISED LAND: A BRITISH SURVEY PARTY ON A SAND MOUND
IN THE DESERTS OF SOUTHERN PALESTINE.



A REFRESHING CHANGE FROM THE DROUGHT AND BARENESS OF THE PALESTINE DESERT:
THE INDIAN CAMEL CORPS IN A GREEN OASIS.

A striking contrast in natural scenery is presented by these two photographs, illustrating the earlier phases of the British campaign in Palestine. In the upper one a survey party is seen at work in the desert. The man in civilian clothes on the right is an interpreter. In the background on the left is a soldier of an Indian infantry escort. The lower photograph shows some of the Indian Camel Corps passing through a very different scene, a road bordered by trees in full foliage and, on the near side, by a piece of water

banked with bushes and grass. This oasis of cool greenery must have been very welcome after the drought and heat of the wilderness. Several references to the valuable work of the Imperial Camel Corps occur in General Allenby's despatch detailing the events of the campaign from the date of his assuming the command up to the fall of Jerusalem. Thus the Camel Corps took part in the capture of Beersheba, and in the pursuit of the Turks after they abandoned Gaza.

A HISTORIC PHOTOGRAPH: THE SURRENDER OF JERUSALEM.

COURTESY OF THE AMERICAN COLONY PHOTOGRAPHERS, JERUSALEM



WITH THE WHITE FLAG: THE MAYOR OF JERUSALEM COMING OUT TO SURRENDER THE CITY TO GENERAL ALLENBY—
MEETING THE FIRST BRITISH OUTPOSTS.

This photograph, which has only just reached England, is unique and historic. It is from the only negative taken on the morning of December 9, when Jerusalem was surrendered to General Allenby's army. It shows the Mayor of Jerusalem (with walking-stick and cigarette) and a white flag party on arrival at the first British outpost. The Mayor came out with the flag of truce at 8 in the morning, and from the outpost where he presented himself was passed on, under escort, to the General's headquarters, where

the formal surrender was arranged. "The ceremony was very brief. The General gave the Mayor instructions for the maintenance of order and had guards placed over the public buildings outside the city, but no soldier of the King passed within the walls that day." Guards were also posted at the gates of the city and General Allenby made his official entry into Jerusalem at noon on December 11. This entry, it may be added, was characteristically free from anything approaching pagantry or bombast.

WELL-KNOWN M.P. ON "PELMANISM."

81 Admirals and Generals now Enrolled.

75 ENROLMENTS IN ONE FIRM!

"PELMANISM" continues its extraordinary progress amongst all classes and sections of the community.

To the many notable endorsements of the System which have been already published there is now added an important pronouncement by a well-known M.P.—Sir James Yoxall, whose eminence, both as an educationist and as a Parliamentarian, gives additional weight to his carefully considered opinion.

"The more I think about it," says Sir James Yoxall, "the more I feel that Pelmanism is the name of something much required by myriads of people to-day."

He adds: "I suspected Pelmanism; when it began to be heard of I thought it was quackery. Now I wish I had taken it up when I heard of it first."

This is very plain speaking; but plain speech is the keynote of the entire article. Thus one of the greatest national authorities upon the subject of education adds his valuable and independent testimony to that of the many distinguished men and women who have expressed their enthusiasm for the new movement.

81 Admirals and Generals are now Pelmanists, and over 20,000 of all ranks of the Navy and Army. The legal and medical professions are also displaying a quickened interest in the System—indeed, every professional class and every grade of business men and women are enrolling in increasingly large numbers.

Several prominent firms have paid for the enrolment of eight, ten, or a dozen members of their staffs, and one well-known house has just arranged for the enrolment of 75 of the staff.

With such facts before him, every reader of *The Illustrated London News* should write to the address given below for a copy (gratis and post free) of "Mind and Memory," in which the Pelman Course is fully described and explained, together with a special supplement dealing with "Pelmanism as an Intellectual and Social Factor," and a full reprint of *Truth's* remarkable Report on the work of the Pelman Institute.

A DOCTOR'S REMARK- ABLE ADMISSION.

FASCINATION OF THE "LITTLE GREY BOOKS."

Within the past few weeks several M.P.'s, many members of the aristocracy, and two Royal personages, as well as a very large number of officers in H.M. Navy and Army, have added their names to the Pelman registers.

One of the most interesting letters received lately comes from a lady in the Midlands. Being 55 years of age and being very delicate, she had her doubts as to whether she should take a Pelman Course. She consulted her son, a medical practitioner, who at first laughed at the idea, but promised to make inquiries. The outcome was a letter in which the Doctor wrote:

"Pelmanism has got hold of me. I have worked through the first lesson and . . . I am enthusiastic."

His experience tallies exactly with that of Sir James Yoxall, M.P., Mr. George R. Sims, and a host of other professional men (doctors, solicitors, barristers, &c.), who have admitted that their initial scepticism was quickly changed into enthusiasm.

"Truth's" Dictum.

Truth puts the whole matter in a nutshell in its famous Report on the work of the Pelman Institute—

"The Pelman Course is . . . valuable to the well-educated, and still more valuable to the half-educated or the superficially educated. One might go much farther and declare that the work of the Pelman Institute is of national importance, for there are few people indeed who would not find themselves mentally stronger, more efficient, and better equipped for the battle of life by a course of Pelman training."

Easily Followed by Post.

"Pelmanism" is not an occult science; it is free from mysticism; it is as sound, as sober, and as practical as the most hard-headed "common-sense" business man could desire. And as to its results, they follow with the same certainty with which muscular development follows physical exercise.

It is nowhere pretended, and the inquirer is nowhere lead to suppose, that the promised benefits are gained "magically," by learning certain formulae, or by the cursory reading of a printed book. The position is precisely the same, again, as with physical culture. No sane person expects to develop muscle by reading a book; he knows he must practise the physical exercises. Similarly the Pelmanist knows he must practise mental exercise.

"The Finest Mental Recreation."

"Exercises," in some ears, sound tedious; but every Pelmanist will bear out the statement that there is nothing tedious or exacting about the Pelman

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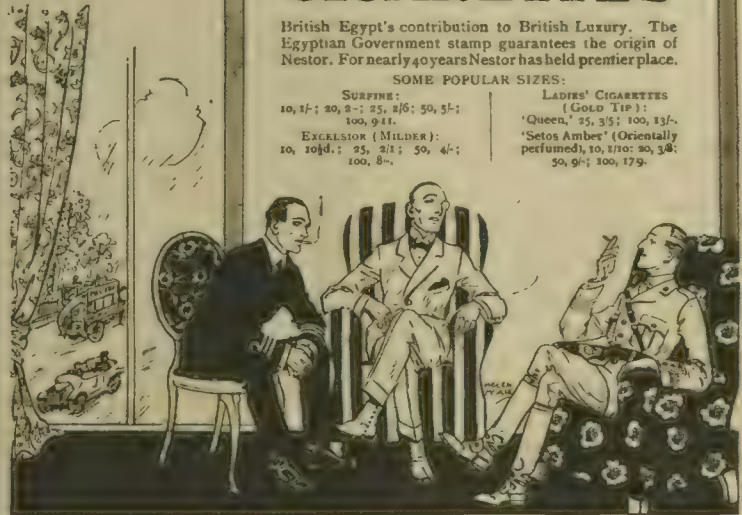
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LADIES' PAGE.

MR. ASQUITH has, very naturally, expressed his full assurance that a large proportion of the new women voters will ally themselves with the Liberal Party. Very likely he is right, for the curious franchise qualification devised for women is the neatest possible arrangement for minimising any special results from their votes. Five out of every six of the new female electorate are qualified to vote merely as the wives of male electors; while the independent, self-supporting women, by the refusal to them of a lodger and service franchise, will be mainly still kept from the polls. Now it is only reasonable to anticipate that most wives will vote, notwithstanding the secrecy of the ballot, under their husbands' influence and direction. As Mrs. Seddon, wife of the famous Premier of New Zealand, said to me when I asked her if the wife's vote there had tended to cause "discord in the family"—which was a favourite bugbear of past discussions—"We find," said Mrs. Seddon, "that there is very apt to be a family vote. When a husband and father is all that he ought to be, not only his wife, but his sons and daughters too, are likely to think as he does, and all go to vote on the same side." The wife's vote, especially when she owes her possession of the right entirely to being her husband's wife, must be, in short, much of the nature of the old "faggot votes." This is inevitably the case.

When the Married Woman's Property Act was under discussion, a great Judge said that he believed it would make no difference, for there hardly existed wives who could not be "either kissed or kicked" out of their money! This may, at any rate, be the case with the wife's vote. Indeed, wives will frequently even regard the vote, coming to them solely because they are their husbands' wives, as something over which a sort of marital right of control justly exists. Lawyers call the jewels with which a man supplies his wife "paraphernalia"—not as her own actual property, to dispose of in her lifetime and to bequeath at her death as she wills, but as still the husband's legal possession, which the lady may call her own, but which she only has and wears at his pleasure and for his honour and glory. The vote, coming in the same way, will be morally regarded by many dutiful wives, and perforce by others under pressure from masterful husbands, as "paraphernalia." Then, political ignorance and irresponsibility about politics have been hitherto cultivated in women: is it reasonable to expect a generation brought up under that influence to develop initiative and courageous independence? Or is it not probable (as it is, in fact, true) that the average wife will say that her husband understands such matters more fully than she does, and that she had better simply adopt his opinions and act by his directions? Such was, no doubt, the expectation with which the vote has been given to wives and refused to a large proportion of the self-dependent women. We must not look for any



FOR OUTDOOR WEAR.

A coat and skirt of navy-blue serge with a waistcoat, now so much the vogue, of French red. Straps of the same shade adorn the cuffs.

vast immediate results, therefore, from the enfranchisement of five million married women. Still, evolution can be very rapid, and it may prove wonderfully soon

that wives will gain individual judgment and conscience in the use of their new power in the State. In Mr. Gerard's very interesting book on his "Four Years in Germany," there is an amusing tale showing how one of the ultra-repressed, secluded girls of Egypt had soon developed individuality and will-power. Mr. Gerard says that some Ambassadors (himself from the United States amongst them) were accredited in general terms to "Germany," while others were specifically sent to each and all of the petty potentates of the German Empire. The King of Saxony decided within himself to resent such neglect by refusing to shake hands with anybody connected with the Legations not specifically accredited to himself; so when Mr. Gerard held out his hand it was not accepted. But presently after came along the wife of the Turkish Ambassador, and she was an Egyptian Princess, the daughter of a Khedive. When the King of Saxony took no notice of her proffered hand, this harem-bred lady did not meekly accept the snub, but she "went around the King of Saxony," found his right hand, which he had put behind him, and brought it to the front and shook it warmly! Well may Mr. Kidd, in his new book, say that even in the course of one generation a complete change in morals and manners may often be effected.

Women in war work have taken to wearing plain uniform in an unmurmuring and even satisfied manner that goes to confirm this view of the astonishing ease with which complete changes are brought about under some conditions. Nevertheless, the milliners believe that there are plenty of customers remaining, and they are producing new spring models accordingly. The greatest novelty that Paris has so far sent over is the turban toque—a genuine swathed turban, to be worn straight on the head and pulled down nearly to the eyebrows, the hair being almost entirely hidden. Chiffon or tulle or soft satin is twisted to build one of these turbans, either in a single colour, or varied by the use of a shot or shaded material, or by part of the turban being wound in folds of one shade, and then another shade being taken and twisted in. Thus, a very full turban that I have seen is swathed with chiffon of intermixed brown and orange tints, with a gold tassel falling behind the right ear; while another is wholly of shaded grey, a long end of the tulle being left falling at the back to bring round the throat and hang down over the shoulders; and a third is of very soft white satin and black tulle cleverly twisted together, the black also passing under the chin as a strap, hooking up on to the opposite edge of the turban. Needless to say, these turbans need making with the supreme good taste and lightness of touch of a quite high-class milliner to be at all effective. Veils should not be worn over the face with these true turbans of swathed soft materials; but there are also turban-shaped straws in many pretty colours of which a veil, embroidered or woven with gold, or with spots or splashes of self-coloured net, forms the whole decoration thrown loosely over the shape.

FILOMENA.

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LITERATURE.

A Literary Impressionist on the War.

Those who are familiar with the work of Mr. Jeffery Farnol know that it is never lacking in originality or in vigour, and it might be said of his book on the war, "Some War Impressions" (Sampson, Low, Marston), that there are passages which seem to recall the fact that in his early days the author painted scenery for a theatre in New York. These war "impressions" have vigour, vitality, and a sense of actuality—indeed, one "impression" is tragic in its painful details of a battlefield when the strife is over and the victims lie on the field in a common sacrifice. But Mr. Farnol also gives us "impressions" of scenes and places and people less tragic, very realistic, and sometimes not without glints of humour. He takes his readers with him through wildernesses of whirling driving-belts and humming wheels, through places of gloom lit by many fires, "where rifles and Lewis guns are made; to the vast yards where a new fleet is growing; and he makes friends with a Midshipmite who "looked like an angel of sixteen, bore himself like a veteran, and spoke like a British fighting man." A hospital, like a city of peace, pathetic cases of shell shock, scenes at the front; Arras, a City of Desolation, with its terrible evidences of arrested life; tragic glimpses of battlefield horror; incidents in the conquest of the air; the tragedy and glory of Ypres—all these go to make up "Some War Impressions" which it will be impossible to forget.

"The Wonders of Instinct." The work of popularising the researches of J. H. Fabre, greatest of latter-day entomologists, is one that even war need do little to interrupt; and we welcome a volume entitled "The Wonders of Instinct" (T. Fisher

Unwin), compiled from the famous "Souvenirs Entomologiques." The fourteen chapters have a fascination denied to many a popular romance, and, as they stand divorced from the bulky volumes of which they are a part, they constitute a claim to lasting recognition. "The depths of the sea are explored with many drag-nets; the soil which we tread is consistently disregarded": it was left for M. Fabre to remove the reproach he indicated. The pursuit of the cicada by the grasshopper, the work of the burying beetle, the behaviour of the Sycosa with her ball

size of the cell that really decide the sex; and perhaps M. Fabre might have adopted this view had he studied the researches of the honey-bee keeper. But his intolerance of the written word was definite—and perhaps not surprising; he preferred his own actual observation. Yet we know that the queen bee, in planting an egg that is to be a worker, allows it to come into contact with the spermatic fluid by the turn that her body must take in the narrow worker cell; that this egg, transplanted to a larger cell and generously fed in the pupal stage, results in a queen bee.

The sexless worker bee can lay an egg that will produce a perfect drone, a mystery of parthenogenesis; and when the queen bee lays a drone egg it is in a larger cell, and she has not to bring the egg into contact with the spermatic fluid at all. M. Fabre noted the sequence of laying in the honey bee, but not the physiological action. There is a fascinating chapter on the glow-worm, showing the most acute and intimate observation. The explanation of the source of light, and the methods by which it can be controlled; the fashion in which the comparatively helpless female, whose radiance is chiefly in the abdomen, attracts the flying male above her—these things are marvelously interesting. We learn with wonder that apnoea has been known in the insect world for periods of time beyond our reckoning, and that predatory insects can paralyse their prey and destroy them while they

remain alive and yet unconscious. "The Wonders of Instinct" will provide an admirable introduction to the study of Fabre's monumental life-work.

Two useful additions to the information given in the "Royal Blue Book" (Kelly's Directories) have been made in the new edition for the first half of this year. The initial numbers of the postal districts have been added for the first time, and also telephone numbers have been inserted after almost every name in the alphabetical section.



AFTER A BRITISH VICTORY ON THE EUPHRATES: MEN OF THE MESOPOTAMIAN FORCE EXAMINING CAPTURED TURKISH MACHINE-GUNS AT RAMADIE.—(Official Photograph.)

of eggs, the fashion in which the Epeira carries a telephone-wire connecting her leafy retreat with the web spread for her victims—these stories hold us spellbound. The building of the nest of *Eumenes pomiformis* and the fashion in which the larvæ are fed are wonders that only the most patient observer could have unravelled. In dealing with the capacity of the Osmia to regulate the sex of their eggs, M. Fabre takes the view that this bee has decided the sex before it equips the cell with food; but in the case of the honey-bee it may be pointed out that it is the food and the

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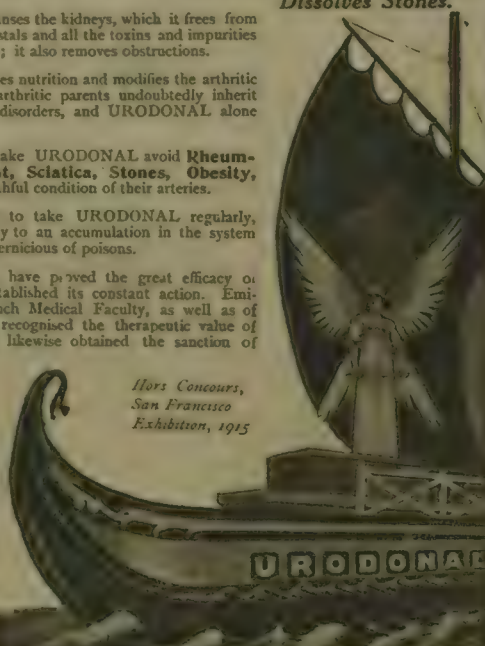
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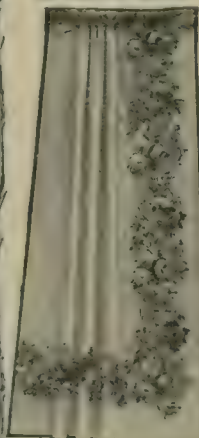
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... distinguished rivals. The average playgoer can recall easily the time when Irving's primacy seemed in contest between Herbert Tree,

Forbes Robertson, George Alexander, and possibly Lewis Waller, and when Sir Charles Wyndham and Sir John Hare were still in mid-career. Sir George Alexander let the vacant crown pass almost unchallenged to His Majesty's, and concentrated on the cult of English drama. To him more than any manager of his generation is due the growth of a school of native drama; and it was he who, in his long St. James's management, gave special chances to Pinero, Jones, Wilde, Haddon Chambers, Carton, John Oliver Hobbes, Stephen Phillips, H. V. Esmond, Anthony Hope, and J. B. Fagan. It is a brave list, and on that record of British productions his fame will largely rest. His acting, which was most spontaneous, perhaps, in old Lyceum days, under Irving, became somewhat mannered as time went on; but always had the qualities of authoritative-ness, distinction, and finished elocution. Too long the hero of forty "kept him in a groove of rather monotonous parts; but he had a real romantic touch, as his Orlando and Bassanio showed; he could compass tragedy, as he proved by his splendid performance as the husband in "Paolo and Francesca"; he could picture youth long after he had come in sight of mid-channel—witness his marvellous work in Mrs. Craigie's second play, "The Wisdom of the Wise"; and he had the happiest touch of characterisation, as we saw in "Bella Donna." To adult playgoers his going will seem the going of a beloved friend; the charm of his diction and his distinguished air they will not soon forget, any more than his help of British dramatists at a time when they sorely needed encouragement.

"FLORA." AT THE PRINCE OF WALES'S.

"Flora" might have been all the better if it had been less of an operette, or less of a Society comedy; but war-time is not a time for grumbling in the theatre, and there is really plenty to be grateful for in the piece and its cast. If the plot turns on the familiar theme of a conflict between true love and money, presenting us with a heroine who seems fated to sacrifice herself and her happiness to the ambition of a snobbish stockbroker father, it affords opportunities

to vivacious Miss Gertie Millar to show what a success she could achieve in legitimate light comedy; and it enables Mr. Jo Nightingale, in contrast, to give us a very amusing and well thought-out example of North Country characterisation. Then, too, there is music—sprightly melody of the Herman Darewski type, with Melville Gideon assisting as composer—which provides scope for the pretty vocalisation of Miss Blanche Tomlin; and, of course, bright songs for Miss Millar herself. There is capital fun from such a clever trio of fun-makers as Mr. Lennox Pawle, Mr. Ralph Lynn, and Miss Veronica Brady. And scenery—one of the scenes representing a meet—and costumes are of the picturesque musical-comedy pattern.

The authoritative and carefully compiled "Stage Year Book, 1918," edited by Lionel Carson ("The Stage" Office, 16, York Street, W.C.; 1s.), is again notable for commendable care and completeness, and will prove of interest and assistance to all whose work or pleasure it is to follow closely the doings of the theatrical world. The abnormal conditions of war-time are treated with discrimination by Mr. Bernard Weller, and other matter, including careful chronicles of productions, casts, and so



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THE CHRONICLE OF THE CAR.

The Suggested Union of R.A.C. and A.A.

So far, I have not seen any discussion of the proposal to which I referred last week, that the R.A.C. and the A.A. should join forces. Perhaps it is a little early for the idea to have taken hold of people's imagination. It always takes a little time for these revolutionary proposals to sink in and find acceptance. In this case I am hopeful that something may come of it, my principal reason for hope being that there has been no criticism of the idea in the abstract. Indeed, I cannot see how there could be more than a single opinion, and that in favour of the suggested union. Of course, there are difficulties in the way—great difficulties—but they certainly are not so great as to be insuperable, if the goodwill to surmount them exists on both sides. As a matter of fact, there is only one obstacle to union that seems to me to promise trouble. That obstacle is the provincial and local clubs which are associated with the R.A.C. I know nothing at the moment of the view taken regarding these, either by the R.A.C. or the A.A., so that in discussing their relations with a united body I am simply expressing my own individual opinions. These clubs have done an enormous amount of good work for automobilism in the past, and they certainly ought to be considered in any re-chuffing of the cards that may conceivably take place; but at the same time I do not think they ought to be considered to the point which would prevent the suggested union. For local and social purposes, these clubs

still count for a good deal, though it can scarcely be gainsaid that, so far as the work of the central organisations is concerned, they have to a very great extent outlived their usefulness. To put the matter briefly: there is nothing in the way of influence added by the associated clubs to the relations of the R.A.C. with official bodies that would not equally exist were the Club simply in a position to say that it stood for, let us say, sixty thousand owners of

R.A.C. and A.A. should be able to say that as a single body they, or it, represented 160,000 motoring associates.

Again speaking without the book, I can scarcely conceive that the A.A. would care to take over the Associate scheme as it stands, with its unwieldy General Committee. Nor is it more likely that the associated clubs would consent to hand themselves over to an executive in which it had no representation. That is a point which the provincial bodies have fought over and over again with the R.A.C. They will have no taxation without representation, unless views have altered very considerably since I was actively associated with country clubs. However, to be quite frank about it, I do not think the provincial clubs should be allowed to stand in the way of such a union as that suggested by the *Auto*—provided always there is a chance of bringing about that union. Of course, there is no suggestion of any difficulty yet, because the basic idea has not been seriously discussed; but it is because I see this one great difficulty ahead that I have mentioned it.



WOLSELEY CARS IN FRANCE: ON SERVICE.

Three Wolseley cars are shown in our photograph. They have done valuable Red Cross work as ambulance cars since the early days of the war, in 1914.

motor-vehicles. I cannot say I think it helps very much for the Club to be able to say alternatively that it has associated with it a hundred or so other bodies with a membership totalling the number quoted. On the other hand, it is absolutely certain that it would be far better from the point of view of weight and influence that the

I gather from the American papers that the group responsible for that very good car, the Hudson, has just incorporated a new company, called the Essex Motors, with a capital of £100,000, to "provide for the development of a car for which is anticipated a strong demand in a price field not competitive with the

(Continued overleaf.)

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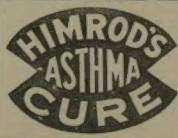
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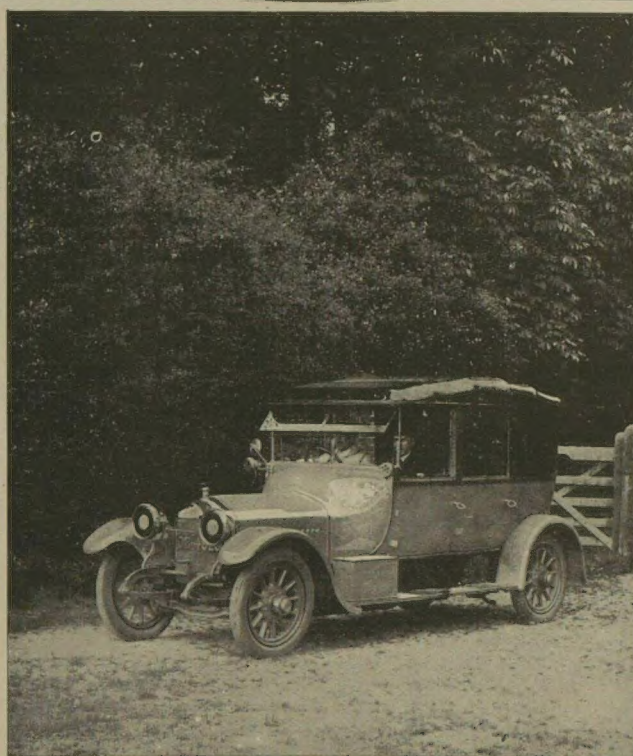
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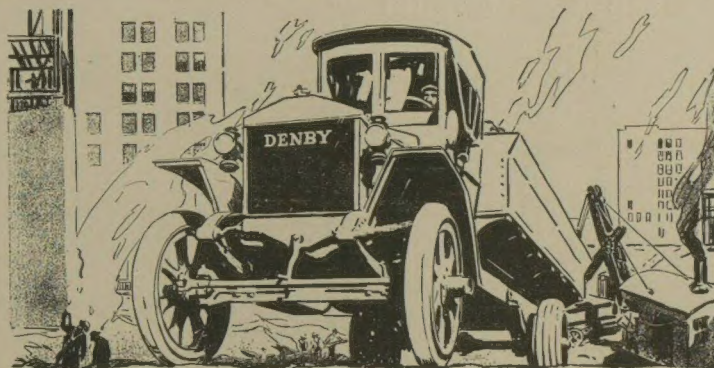
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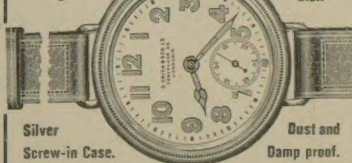
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Please write for Special Lists of Accessories for the Front.

Hudson." That seems to foreshadow a development of policy which will bring the Essex company into close competition with the cheaper makes, though, taking a line through the Hudson, it is pretty certain that they intend to make a really good car.

The Rolls-Royce Report. The Report of Rolls-Royce, Ltd., has just been issued; but, again, it has been found impracticable to submit the usual accounts. The directors recommend that a dividend of 10 per cent. be paid on the Ordinary shares; that the nominal capital of the Company be increased by a sum not stated in the Report; and that, subject to the sanction of the Treasury, a bonus fully paid £1 share be issued to each shareholder in respect of every share held.

Money for Roads. I note with more than a little interest that the Road Board has, with the approval of the Treasury, informed the Berkshire County Council that new grants or loans, not exceeding a total of £200,000, will be made out of the surplus funds standing to the credit of the Board during the financial year 1918-19. These grants and loans are to be confined mainly to expenditure

on tar treatment of important roads, either in the shape of surface-dressing, pitch-grouting, or tar-macadam. No grants will be made for the use of crude

be spread over the whole country, and is not to be all advanced to Berkshire—but at least it shows that the Road Board is not altogether defunct, and that somebody is taking a little interest in the improvement of the highways.



A SUNBEAM ON THE NORTH-WEST FRONTIER: AN INDIAN SNAPSHOT.

Our photograph shows Lieut.-Colonel H. A. Newell's Sunbeam car, snapped on the Shabazir road, North-West Frontier Province, India.

tar. The sum to be allocated is small enough in all conscience—I take it the £200,000 in question is to

"Letters from the Front."

I have just received from Vauxhall Motors, Ltd., a copy of their recently published book, entitled "Letters from the Front." I do not profess to know how the company has managed to get it out, nor does it matter, but it is certainly the best thing of its kind I have seen in these war days. In fact, it is fully up to the best standard of production as it was understood four years ago. I am told that anyone interested in high-grade cars can have a copy by writing for it to 174, Great Portland Street, W.

Volunteer Motorists.

Volunteers in "D" class possessing motor-cars, who are retiring from their corps under the new restrictions, are invited to communicate with Mr. A. J. Wilson, the representative for hospital arrangements, Royal Automobile Club, Pall Mall, S.W. 1. W. W.

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